

Greatest Aviators of the Allied Nations Now in Washington, War Capital



LIEUT. MAX BENOIST, French flyer who has not yet attained the rank of ace, not having brought down five enemy planes. He has not flown over Washington, but will do so within a short time. He has an enviable record at the front.



MAJOR GEORGE TULASNE, Chief of the French aviation mission to the United States. Major Tulasne set a new record last week, when he flew from Washington to Mineola, N. Y., in two hours and ten minutes, in a French Breguet plane.



RUTH LAW, American premier aviatrix, who has tried for a commission in the American army, but was turned down by Congress. Her feats in a Curtiss plane put the air stunts of experienced war flyers in the shade here last week.



LIEUT. CONSTANT SOULIER, France's nineteen-year-old ace, who has downed fifteen German planes. He will fly over Washington within the next ten days in his fighting monoplane, which he says is capable of more startling stunts than any of the machines yet flown here.



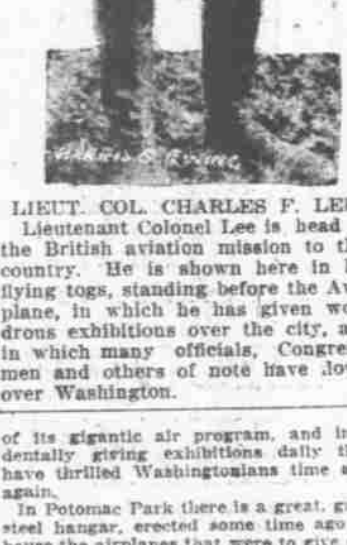
LIEUT. JOHN A. SULLY, of the British Royal Flying Corps, a flying mate of Lieutenant Colonel Lee, who has given exhibitions of great nerve and daring over the city in the British Avro plane.



CAPT. ALFRED HEURTAUX, France's ace of aces since the death of Captain Guynemer. Captain Heurtaux will not fly over Washington, because of wounds he received in action, which will prevent him from piloting a machine for several months.



LIEUT. HENRI FARRE, France's aviator-painter. Not a pilot, Lieutenant Farre has distinguished himself in bombing exhibitions, and by his 130 paintings of war in the air, which were made at the front, and which are on exhibition in this city now.



LIEUT. COL. CHARLES F. LEE, Lieutenant Colonel Lee is head of the British aviation mission to this country. He is shown here in his flying togs, standing before the Avro plane, in which he has given wondrous exhibitions over the city, and in which many officials, Congressmen and others of note have flown over Washington.



CAPT. SIVIO RESNATI, Head of the Italian aviation mission to this country, and pilot of the giant Caproni airplane, whose daily flights over Washington have caused thousands to gaze and stare. The plane he pilots is capable of carrying more than a dozen passengers.

GERMAN AIR RAID ON WASHINGTON IS NOT IMPOSSIBILITY

Is a German air raid on Washington possible?

It is. Super-submarines, capable of carrying several airplanes, have been repeatedly reported built by Germany for just this purpose. A fleet of these great U-boats could release their winged messengers of death just off the Atlantic coast some day or night, and within an hour a whole squadron of hostile airplanes might be hovering over Washington.

But any Boche flyers who might take part in such a trip would find, to their surprise, that they had rushed into a veritable hornet's nest of defending airplanes.

Each manned by veterans. And every one of these airplanes would be manned by an aviator who has written his name large on the scroll of fame as a war-flier of many victories over the battle fields of France. Every one of the defending fleet which could rise from Potomac Park would be piloted by a birdman who has taken a long toll of foe aviators—whose names have not yet been tested over the fighting lines in Europe, and who have painted more than 100 marvelous pictures of war in the air, which are on exhibition in Washington now.

The array of war flyers is supplemented by the presence of several civilian aviators of note, including the famous aviatrix, Ruth Law, whose flights in an old model, open-cockpit plane, provide a great attraction on Liberty Loan Day.

Then, too, there are in this city scores of young American flyers, who, although their mettle has not yet been tested over the fighting lines in Europe, are as accomplished fliers as some of the men who are making history over there. Barely does a day go by when one of the great United States navy hydroairplanes does not soar over the city, its Liberty motor humming out a tune of power, piloted by an American birdman.

But it is the Allied flyers of whom this story is written—the men who have won their reward in the form of commissions to this country as instructors and members of naval missions, only after feats of the greatest daring and bravery in the war.

Capt. Alfred Heurtaux, with the French aviation mission, will not fly a plane over the city. He may not be a passenger, but a wound he received in action will prevent him from piloting a machine himself for some months.

He is commander of the escadrille to which Captain Guynemer belonged. Heurtaux himself has officially downed twenty-one Boche planes, and has brought down as many more behind the enemy lines for which he is given no official credit. He is an officer of the Legion of Honor, and wears the Cross of Leopold and the Belgian Cross in addition to his French war cross with seventeen palms and two stars.

Younifut Ace Is Made: Lieut. Soulier, the modest, unassuming youth of nineteen summers, who will soon fly over the Capital in his monoplane, has brought down fifteen German planes in his three years of service at the front. He is France's youngest ace, and the hero of every French boy. But he has won his decorations, three medals of the Legion of Honor were it not for

his youth. His age has prevented this honor, despite the fact that he has repeatedly been recommended for it.

He promises to show Washington some new tricks when his monoplane arrives. It is now in New York, having reached America during the last week. As soon as it is assembled, within ten days, Lieutenant Soulier will fly from Mineola, L. I., to this city, where he says he will do stunts that Washington has never seen before. The monoplane is much more suited to trick flying, he hints.

Major Tulasne, head of the French aviation mission, was an infantry officer before the war. In 1915 he took up flying, and during the progress of the war was cited repeatedly for bravery and daring. He has won many decorations, especially for his work in Belgium and at the battle of the Marne. Only within the last week has he set a new record, in a flight from this city to Mineola, in two hours, ten minutes. He carried with him as passenger lieutenant Flashaire.

of its gigantic air program, and incidentally giving exhibitions daily that have thrilled Washingtonians time and again.

In Potomac Park there is a great, gray steel hangar, erected some time ago to house the airplanes that were to give exhibitions there. Today there are in that hangar almost a dozen planes—French, British, Italian, and American. Within a few days there will be added several other planes, which have just arrived in this country, including a fighting monoplane, which has been sent over the French front, and which will be piloted here by Lieut. Constant Soulier, France's nineteen-year-old ace.

Famous Names In List. A partial list of the war-famous aviators today in Washington includes the following names—all of which will be recognized as having been cited repeatedly for exploits of valor over there.

Lieut. Col. Charles F. Lee and Lieut. John A. Sully, of the British Royal Flying Corps; Capt. Sivio Resnati, pilot of the giant Caproni bombing plane, the Italian aviator par excellence; Sergt. Gianfelice Gino, Italian flyer, who last week established a new record on a flight to this city from Hampton Roads, Va.; Maj. George Tulasne, chief of the French aviation mission; Capt. Alfred Heurtaux, France's "ace of aces," since the death of the brave Captain Guynemer; Lieut. Constant Soulier, the nineteen-year-old ace who has officially downed fifteen German planes; Lieut. Georges Flashaire, the yonifut ace, whose daring exhibitions raked the nerves of Washingtonians recently; Lieut. Max Benoist, French air hero, who will soon fly over this city; Lieut. Henri Farre, who, although he has not and will not fly here, has distinguished himself on bombing expeditions over there, and who has painted more than 100 marvelous pictures of war in the air, which are on exhibition in Washington now.

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